



ANNUAL REPORT
OF THE
Department of Public Works
OF THE
PROVINCE OF ALBERTA
1942-43

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

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1943

Edmonton, July 21, 1943.

To HIS HONOUR,

J. C. BOWEN,

Lieutenant Governor of the Province of Alberta.

SIR:

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ended March 31, 1943.

Respectfully submitted,

W. A. FALLOW,

Minister of Public Works.

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GOVERNMENT OF THE PROVINCE OF ALBERTA

DEPARTMENT OF PUBLIC WORKS

REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

For the Fiscal Year Ended March 31st, 1943

HON. W. A. FALLOW,
Minister of Public Works.

SIR:

I have the honour to submit herewith report covering the activities of the Department of Public Works for the fiscal year ended March 31st, 1943.

HIGHWAYS, BRIDGES AND SURVEYS

The mileage of main highways maintained during the year was 3,921.23, being 35.29 miles over the previous year. The sum of \$895,187.93 was expended for construction and maintenance of District and Local Roads.

All the grading and bituminous work was carried out by Departmental forces on a day labour basis.

There were some gravel crushing contracts awarded to different contractors working in the Province.

An extensive programme was carried out by the Main Highways Construction Branch which included the grading of 79.57 miles of highway, and 150.27 miles of grade were re-conditioned. In addition, 414.76 miles were gravel surfaced, 14.42 miles of stabilized gravel base course placed, and 10.59 miles of gravel road improved with additional calcium chloride and gravel. Asphalt was available only for maintenance and protection of existing bituminous surfaces; 38.01 miles were given a seal coat.

The work of the Bridge Branch included erection of steel and timber bridges and culverts on Main Highways. All steel bridges were fabricated within the Province. Six steel bridges and 175 timber bridges were constructed and 102 bridges were repaired, making a total of 283 bridges dealt with during the year.

The report of the Director of Surveys shows a slight decrease in the number of surveys carried forward to the ensuing year and an increase in plans submitted by Municipal Districts.

TOWN AND RURAL PLANNING ADVISORY BOARD

The Town Planning Act, 1929, is administered by the above Board, and the activities are covered by the report of the Director of Town Planning.

BUILDINGS

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

The construction programme carried out during the year included the completion of the Gasoline Testing Laboratory on the University of Alberta grounds. Also the construction of a two-storey frame and stucco building for a Nurses' Home at the Central Alberta Sanatorium, Keith.

Details of maintenance, alterations, additions and construction of buildings are contained in the report of the Superintendent of Buildings.

MECHANICAL BRANCH

The Boilers, Factories and Electrical Protection Acts, as well as operation of the Provincially owned power plants, are under the jurisdiction of the above Branch, and these activities are covered by the report of the Mechanical Superintendent.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, 1936, is administered by the above Board. A decrease in mileage covered by public service vehicles over the mileage of the previous fiscal year is reported.

PROVINCIAL GAOLS

Reports on these institutions show an average daily population for the year of approximately 312 prisoners, compared with 422 the previous year. The average net cost per prisoner for the period is higher than last year.

Respectfully submitted,

G. H. N. MONKMAN,
Deputy Minister.

MAIN HIGHWAYS MAINTENANCE
DISTRICT HIGHWAYS AND LOCAL ROADS
FERRIES, OPERATION, MAINTENANCE AND
REPLACEMENTS

(E. D. ROBERTSON, *Superintendent of Maintenance*)

Detailed information covering expenditure for the fiscal year 1942-43 is contained in the following statements submitted with this report:

1. Statement showing expenditure on maintenance and reconstruction of main highways. The total mileage of this class of highway is 3,921.23 miles. Expenditure as shown by the statement amounted to \$895,187.93.
2. A statement showing the distribution from both capital and income account of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of \$610,892.17 was made in this way.
3. A statement showing in detail the expenditure made in connection with the operation, maintenance and reconstruction of ferries from income account. There were 56 ferries operated by the Province during the season with a total expenditure on ferry operation and maintenance of \$90,098.14.

EXPENDITURE FOR MAINTENANCE OF MAIN HIGHWAYS
For the year ended March 31, 1943

Location	Miles	Amount
Walsh to Bassano	140 52	\$ 21,746 88
Medicine Hat to Grassy Lake	48 91	13,025 42
Carway to Nanton	105 70	13,474 48
Grassy Lake to Crownsnest	155 21	59,165 44
Lethbridge to Coutts	72 16	11,545 49
Lethbridge to Waterton	78 01	12,494 14
Pincher to Waterton	32 28	8,970 11
Monarch to Carmangay	26 68	3,398 37
Lethbridge to Iron Springs	24 49	3,238 21
S E Cor 16-28-21-4 to Alsask	147 72	18,972 73
Drumheller to Wayne	7 70	1,032 24
Compeer to Nevis	155 02	15,194 04
Hanna to Battle River	61 00	4,174 43
Bassano to Banff	155 51	43,365 36
Nanton to Didsbury	87 51	49,810 14
Okotoks to N.E Cor 17-18-2-5	23 95	7,833 89
Calgary to Bowness Park	4 70	556 98
Inverlake to S E 16-28-21-4	57 50	12,660 35
Beiseker to Twining	26 20	4,304 90
Midnapore to Black Diamond	30 85	7,918 89
Carmangay to High River	63 44	8,091 36
Vulcan Cor to Cheadle	43 60	5,725 57
Carbon—West and South	16 65	1,601 50
Wetaskiwin to Edmonton	38 21	27,408 70
Hayter to Wetaskiwin	173 45	23,112 86
Butze to Edmonton	178 95	23,856 21
Lloydminster to Edmonton	168 72	35,702 19
Battle River to Viking	56 00	2,049 34
Leduc to Thorsby	18 50	274 29
Cooking Lake Highway to Airport	1 30	232 62
4th Meridian Road		60 50
Didsbury to Wetaskiwin	100 63	93,500 01
Red Deer to Nordegg	106 83	10,898 03
Nevis to Rimbey	66 26	11,607 52
Wetaskiwin to Pigeon Lake	28 22	6,232 11
Bentley to Sylvan Lake	11 10	2,567 77
Twining to Nevis	60 71	8,489 35

DEPARTMENT OF PUBLIC WORKS

Location	Miles	Amount
Olds to Sundre	24 18	2,942 43
Waskateneau to Cold Lake	110 00	15,335 78
Edmonton to Jasper Park Boundary	199 46	45,745 13
Carvel Corner to Whitecourt	96 00	8,636 95
Jasper Highway to Edmonton Beach	2 32	50 21
Jasper Highway to Kapasiwin Beach	2 48	56 67
Jasper Highway to Seba Beach	2 13	221 88
Fulston to McLeod River	9 31	682 98
Alberta Beach Road	6 45	292 93
To Country Club	2 30	185 40
Edmonton to Faust	218 38	69,821 48
Edmonton to Chipman Corner	47 37	11,273 41
Clyde to Barrhead Corner	31 30	6,635 93
Edmonton to Bon Accord and Waskateneau	65 86	7,592 33
Namoo to Gibbons	17 47	2,574 86
Dunvegan to Pouce Coupe	121 62	23,940 00
Triangle to Grande Prairie	107 44	19,978 90
Faust to Dunvegan	190 72	31,022 01
Grimshaw to Notikewin	75 00	14,200 13
Cardston to Emigrant Gap	17 25	223 50
General		28,104 37
ADD		
Reconstruction Expenditures by Construction Branch from Maintenance Funds (Appropriation 706BH) (mileage included above)		
Bow Island to Taber		4,411 97
Inverlake Junction to Carbon Corner		1,377 15
Bowden to Red Deer		4,243 84
Edmonton to Carvel Corner		1,916 05
Ponoka to Millet		1,304 42
Millet to Edmonton		11,679 87
Leduc West		6,444 93
	3,921 23	\$895,187 93
Total Expenditure (Appropriation 706B)		\$895,187 93

EXPENDITURE ON MAINTENANCE AND CONSTRUCTION OF DISTRICT
HIGHWAYS AND LOCAL ROADS

For the year ended March 31, 1943

ID or MD No	Income	Capital	Total
ID 1	\$ 1 60		\$ 1 60
ID 2	72 75		72 75
ID 3	339 70		339 70
ID 4	2,956 90		2,956 90
ID 5	594 50		594 50
ID 6	204 22		204 22
ID 8	3,416 08		3,416 08
ID 9	904 88		904 88
MD 10	1,500 00		1,500 00
ID 31	52 77		52 77
ID 32	882 26		882 26
MD 33	720 00	\$ 250 00	970 00
MD 34	2,280 00	250 00	2,530 00
ID 35	65 81		65 81
MD 36		1,000 00	1,000 00
ID 38	1,647 12		1,647 12
MD 40		450 00	450 00
ID 61	6,035 24		6,035 24
ID 62	1,090 91		1 090 91
ID 63	2,695 78		2,695 78
MD 64		1,500 00	1,500 00
MD 65		2,500 00	2,500 00
ID 66	3,773 11		3,773.11
ID 67	1,496 00		1,496.00
ID 68	3,959 64		3,959 64
MD 69		1,200 00	1,200 00
MD 70	315 80		315 80
ID 71	1,053 92		1,053 92
ID 91	1,644 06		1,644 06
ID 92	471 86		471 86
ID 93	1,568 49		1,568.49
ID 96	14 40		14 40
ID 97	2,560 40		2,560 40
ID 100	64 58		64 58
ID 101	35 51		35 51
ID 121	11,953 72		11,953 72
ID 122	471 53		471 53
ID 123	5,663 41		5,663 41
ID 125	3,872 63		3,872 63
ID 128	528 55		528 55
ID 130	527 58		527 58
MD 137	2,936 56	1,050 00	3,986 56

I D or M D No	Income	Capital	Total
I D 160	\$ 17 16		\$ 17 16
M D 191		\$ 1,000 00	1,000 00
I D 217	1,969 41		1,969 41
M D 218		1,000 00	1,000 00
M D 220	289 86	153 15	443 01
M D 221		1,220 73	1,220 73
I D 222	1,748 64		1,748 64
I D 223	60 34		60 34
M D 241		1,500 00	1,500 00
I D 247	236 94		236 94
M D 248	1,000 00		1,000 00
M D 250	475 00	764 81	1,239 81
I D 251	6,244 06		6,244 06
I D 252	3,185 91		3,185 91
I D 276	9,864 71		9,864 71
M D 277		2,000 00	2,000 00
I D 282	2,638 90		2,638 90
M D 306		500 00	500 00
M D 307		41 25	41 25
M D 308		743 96	743 96
M D 309		2,500 00	2,500 00
M D 310		2,000 00	2,000 00
M D 311		1,058 31	1,058 31
M D 312		1,872 00	1,872 00
M D 334		2,500 00	2,500 00
M D 336		573 50	573 50
M D 337		3,193 78	3,193 78
M D 338		1,000 00	1,000 00
M D 339		2,699 76	2,699 76
M D 340		2,982 08	2,982 08
M D 341		1,492 53	1,492 53
M D 342		615 98	615 98
I D 343	6,087 20		6,087 20
I D 344	84 10		84 10
M D 363		1,000 00	1,000 00
M D 364		2,000 00	2,000 00
M D 365		52 90	52 90
M D 366		302 95	302 95
M D 367		1,411 98	1,411 98
M D 391		1,238 30	1,238 30
M D 392		15,225 00	15,225 00
M D 393		715 00	715 00
M D 394		475 50	475 50
M D 395		2,000 00	2,000 00
M D 396		1,829 00	1,829 00
M D 397		2,525 00	2,525 00
M D 398		1,600 00	1,600 00
M D 399		1,375 23	1,375 23
M D 400		1,500 00	1,500 00
M D 401	32 00	667 57	699 57
I D 403	370 15		370 15
M D 424		955 00	955 00
M D 425		2,000 00	2,000 00
M D 426		2,000 00	2,000 00
M D 427		1,237 50	1,237 50
M D 428		6,000 00	6,000 00
M D 429		2,000 00	2,000 00
M D 430		2,000 00	2,000 00
M D 431	13 25	993 30	1,006 55
I D 432	133 15		133 15
M D 451		2,000 00	2,000 00
M D 452	171 50	2,000 00	2,171 50
M D 453		12,161 25	12,161 25
M D 455		102 80	102 80
M D 456		474 00	474 00
M D 457		1,483 75	1,483 75
M D 458		771 22	771 22
M D 459		1,288 50	1,288 50
I D 460	6,393 97		6,393 97
I D 461	4,896 70		4,896 70
I D 462	4,224 14		4,224 14
I D 466	919 90		919 90
M D 481		1,256 00	1,256 00
M D 482	135 01	2,000 00	2,135 01
M D 485		224 00	224 00
M D 486		1,500 00	1,500 00
M D 487		1,000 00	1,000 00
M D 488		497 00	497 00
M D 490	58 83	1,645 85	1,704 68
I D 491	5,792 71		5,792 71
M D 511		2,000 00	2,000 00
M D 512		2,000 00	2,000 00
M D 513		2,000 00	2,000 00
M D 514		658 00	658 00
M D 515		416 46	416 46
M D 516		1,107 50	1,107 50

DEPARTMENT OF PUBLIC WORKS

ID or MD No	Income	Capital	Total
MD 517		\$ 2,500 00	\$ 2,500 00
MD 518	\$ 3 30	760 79	764 09
MD 520	1,009 83	7,737 54	8,747 37
ID 522	5,132 01		5,132 01
ID 523	62 21		62 21
ID 525	32 00		32 00
ID 541	2,822 13		2,822 13
MD 542	13 90	7,259 36	7,273 26
ID 544	806 60		806 60
MD 545		1,500 00	1,500 00
MD 546		1,285 60	1,285 60
MD 547		987 57	987 57
MD 550		1,041 61	1,041 61
MD 552	6 50	1,500 00	1,506 50
ID 553	1,820 88		1,820 88
ID 554	869 29		869 29
ID 555	6,045 30		6,045 30
ID 556	247 70		247 70
ID 571	76 15		76 15
MD 574		727 45	727 45
MD 575		1,500 00	1,500 00
MD 576		1,356 48	1,356 48
MD 577		1,500 00	1,500 00
MD 578		1,500 00	1,500 00
MD 579		1,501 06	1,501 06
MD 580		2,000 00	2,000 00
MD 582	6 50		6 50
ID 583	4,178 70		4,178 70
ID 584	2,131 70		2,131 70
ID 601	5,118 62		5,118 62
ID 602	641 05		641 05
ID 603	1,345 95		1,345 95
ID 604	1,677 98		1,677 98
MD 605		979 82	979 82
ID 607	1,683 23		1,683 23
MD 609	340 00	4,270 07	4,610 07
MD 610		966 50	966 50
ID 611	2,391 66		2,391 66
ID 612	1,060 60		1,060 60
ID 613	167 74		167 74
ID 615	175 28		175 28
ID 631	317 75		317 75
ID 634	20 64		20 64
ID 635	599 72		599 72
ID 636	3,288 95		3,288 95
MD 637		2,000 00	2,000 00
MD 638		1,500 00	1,500 00
ID 639	2,516 09		2,516 09
ID 640	4,254 66		4,254 66
ID 641	1,454 06		1,454 06
ID 642	5 20		5 20
ID 665	3,915 64		3,915 64
ID 666	1,600 96		1,600 96
ID 667	7,211 23		7,211 23
MD 668		1,500 00	1,500 00
ID 669	3,354 74		3,354 74
ID 670	77 40		77 40
ID 695	737 42		737 42
ID 696	1,659 84		1,659 84
ID 697	2,362 34		2,362 34
ID 699	1,525 65		1,525 65
ID 706	475 05		475 05
ID 707	50 55		50 55
ID 708	4 80		4 80
ID 709	703 45		703 45
ID 710	127 60		127 60
ID 726	801 60		801 60
ID 727	13 68		13 68
ID 729	237 10		237 10
ID 732	26 40		26 40
ID 733	37 80		37 80
ID 735	437 53		437 53
ID 737	125 90		125 90
ID 738	1,425 80		1,425 80
MD 739		1,000 00	1,000 00
MD 740	1,368 52	1,000 00	2,368 52
ID 741	1,364 95		1,364 95
ID 742	467 77		467 77
ID 764	1,954 54		1,954 54
ID 765	341 61		341 61
ID 766	2,363 95		2,363 95
ID 767	138 20		138 20
ID 769	3,393 61		3,393 61
ID 770	4,031 32		4,031 32
ID 771	1,126 23		1,126 23
ID 772	879 82		879 82

I D or M D No	Income	Capital	Total
I D 794	\$ 71 50		\$ 71 50
I D. 795	30 00		30 00
I D. 796	6,940 64		6,940 64
I D 797	4,561 99		4,561 99
I D 800	182 84		182 84
I D 801	72 55		72 55
I D 819	200 90		200 90
I D 825	874 07		874 07
I D 826	1,326 20		1,326 20
I D 828	3,191 45		3,191 45
M D 829	597 01	\$ 900 00	1,497 01
I D 830	4,265 55		4,265 55
I D 831	2,437 37		2,437 37
I D 843	620 65		620 65
I D 855	1,436 14		1,436 14
M D 857	9 60		9 60
I D 859	2,281 18		2,281 18
I D 861	103 70		103 70
I D 885	10 00		10 00
I D 886	1,348 83		1,348 83
I D 887	1,905 29		1,905 29
I D 888	1,144 82		1,144 82
I D 889	4,514 77		4,514 77
I D 891	190 35		190 35
I D 916	433 85		433 85
I D 917	467 73		467 73
I D 919	51 85		51 85
I D 920	363 01		363 01
I D 946	2,339 83		2,339 83
I D 977	194 90		194 90
I D 978	110 80		110 80
I D 1065	445 28		445 28
I D 1094	210 68		210 68
Appropriation to Indian Reserves			
D 2	4,462 77		4,462 77
D 4	2,399 82		2,399 82
D 6	698 59		698 59
D 8	94 25		94 25
Sub-total	\$272,673 45	\$176,076 25	\$448,749 70
General	17,858 67	1,540 97	19,399 64
Special Appropriations:			
3B3 Pincher-Bluevue	12,230 79		12,230 79
2D3 Millet-Edmonton	13,944 01	2,702 16	16,646 17
2F1 Athabasca-Mile 30 33	8,744 45		8,744 45
2G1 Kinuso-Sec 9-74-14-5	7,320 87	182 61	7,503 48
38010 Cardston-Emigrant Gap	29,867 40	370 17	30,237 57
48995 Bickerdike-Coal Spur	23,785 39		23,785 39
2D2 Ponoka-Millet		271 62	271 62
2G4 Donnelly-Peace River		1,772 85	1,772 85
3A3 Taber-Lethbridge		11,960 65	11,960 65
4A1 Lethbridge-N E 28-5-17-4		12,051 21	12,051 21
5A1 Lethbridge-Cardston		12,987 78	12,987 78
16C1 Edmonton-S W 6-53-1-5		649 08	649 08
16A1 Lloydminster-Vermilion		1,822 69	1,822 69
16A3 Innisfree-Vegreville		134 68	134 68
2K1 Grande Prairie-Beaverlodge		36 00	36 00
3077 Pit Sidings		397 15	397 15
28A Edmonton-Coronada		753 32	753 32
3083 General		757 95	757 95
	\$386,425 03	\$224,467 14	\$610,892 17

SUMMARY

Income Account Appropriation 707B	\$386,425 03	
Capital Account Appropriation 771B	224,467 14	\$610,892 17

DEPARTMENT OF PUBLIC WORKS

EXPENDITURE ON OPERATION, MAINTENANCE AND REPLACEMENT OF FERRIES

For the year ended March 31, 1943

Location	River	Operation and Maintenance	Replacements and Installation	Total
Desjarlais	North Saskatchewan	\$ 1,717 74		\$ 1,717 74
Holmes Crossing	Athabasca	2,045 38		2,045 38
Dorothy	Red Deer	1,542 57	\$ 34 20	1,576 77
Pakan	North Saskatchewan	1,967 54		1,967 54
Garrington	Red Deer	1,648 45	308 16	1,956 61
*North of Lloydminster	North Saskatchewan	546 71		546 71
Athabasca	Athabasca	2,620 62	7 60	2,628 22
Letts Crossing	Pembina	850 92		850 92
Shandro	North Saskatchewan	1,991 79		1,991 79
Hopkins	North Saskatchewan	946 72		946 72
Hutton	Red Deer	1,090 40	194 00	1,284 40
Rocky Mountain House	North Saskatchewan	1,622 48		1,622 48
Lac Ste Anne	Narrows	836 69		836 69
Lea Park	North Saskatchewan	1,745 93		1,745 93
Eldorena	North Saskatchewan	1,448 75		1,448 75
Sangudo	Pembina	878 42		878 42
South of Holborn	North Saskatchewan	790 27		790 27
Dunvegan	Peace	3,245 53		3,245 53
Bow Island	South Saskatchewan	1,811 55	2,440 52	4,252 07
North of Myrnam	North Saskatchewan	1,612 31		1,612 31
Genesee	North Saskatchewan	920 74		920 74
Stevenville	Red Deer	2,073 60	622 51	2,696 11
Goodwin Crossing	Smoky	2,612 07		2,612 07
West of Munson	Red Deer	1,392 65	66 60	1,459 25
Berrymoor	North Saskatchewan	1,128 31	5 20	1,133 51
Finnegan	Red Deer	976 68	114 78	1,091 46
Lindberg	North Saskatchewan	897 95		897 95
Allendale Crossing	McLeod	952 03		952 03
Vinca Crossing	North Saskatchewan	782 59		782 59
McLeod Valley	McLeod	1,785 66	11 76	1,797 42
North of Jenner	Red Deer	1,483 34	1,079 16	2,562 50
Gregory Crossing	Red Deer	1,014 26		1,014 26
Elk Point	North Saskatchewan	1,837 56		1,837 56
West of Morrin	Red Deer	1,633 32		1,633 32
Smith	Athabasca	2,251 71		2,251 71
South of Grande Prairie	Wapita	1,109 44		1,109 44
Klondyke Crossing	Athabasca	902 17		902 17
Flatbush	Pembina	848 73		848 73
South of Wembley	Wapita	911 21		911 21
East Coulee	Red Deer	2,561 38	224 76	2,786 14
West of Fawcett	Pembina	768 13		768 13
South of Crowfoot	Bow	907 71	64 07	971 78
South of Fawcett	Pembina	945 86		945 86
Wasketeneau	North Saskatchewan	1,537 32		1,537 32
North of Blue Ridge	Athabasca	1,176 14		1,176 14
Mahaska	McLeod	838 87	90	839 77
North of Atlee	Red Deer	1,287 52	293 80	1,581 32
Watino	Smoky	1,181 52		1,181 52
Forbesville	North Saskatchewan	1,084 22		1,084 22
South of Empress	South Saskatchewan	2,028 09	133 31	2,161 40
Rosevear	McLeod	837 21		837 21
Warspite	North Saskatchewan	950 77		950 77
Fort Vermilion	Peace	1,588 97		1,588 97
Heinsburg	North Saskatchewan	1,597 39		1,597 39
Rosedale	Red Deer	1,980 22		1,980 22
Beauvallon	North Saskatchewan	917 39		917 39
Bowslope	Bow	1,056 97	225 49	1,282 46
Ferries	General	4,550 85		4,550 85
Appropriation 704—Income Account		\$ 84,271 32	\$ 5,826 82	\$ 90,098 14

*This ferry on the 4th Meridian and operated by the Province of Saskatchewan, the Province of Alberta paying fifty per cent of the operating cost

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1, 1942-March 31, 1943

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the year, nine crews were employed on bridge work.

A great deal of river protection work was done at Blairmore, Frank, Lethbridge and High River, and some bridges built in connection with new highway construction.

Some large timber bridges were built, the following being a list of same:

CONSTRUCTION		
Size	Stream	Location
2-100 foot Howe Trusses	McLeod River	W 5-52-18-5
NEW SUB-STRUCTURES		
2-110 foot Howe Trusses	Oldman River	W 15-7-29-4
1-125 foot Timber Truss	Oldman River	S W 17-7-28-4

All steel spans were fabricated within the Province, the following being a list of same:

NEW SUB-STRUCTURES		
Size		Location
1- 60 foot span	Redwater River	W 5-59-24-4
1- 50 foot span	Redwater River	S 6-59-24-4
1- 80 foot span	Fish Creek	W 22-22-3-5
1-125 foot span	Battle River	E 4-40-13-4
1- 80 foot span	Crowsnest River	N E 9-7-3-5
1-100 foot span	Willow Creek	S E 32-13-28-4

SUMMARY OF WORK ON BRIDGES, 1942-43

Steel Bridges as shown above	6
Timber Bridges constructed	175
Bridges maintained	102
Total	283

MAIN HIGHWAYS BRANCH

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the season 1942, a total of 79.57 miles of highway were graded and 150.27 miles of grade were re-conditioned. In addition, 414.76 miles were gravel surfaced, 14.42 miles of stabilized gravel base course placed, and 10.59 miles of gravel road improved with additional calcium chloride and gravel.

Asphalt was available only for maintenance and protection of existing bituminous surfaces; 38.01 miles were given a seal coat.

Following is a statement of the work performed during the year ending March 31st, 1943:

GRADING MAIN HIGHWAYS			
Location	Miles	Type	Work Done by
Redcliffe to Brooks	62 25	G R	Day Labour
Taber to Lethbridge	29 16	S E G	Day Labour
Borradale to Blackfoot	21 79	S E G	Day Labour
E. Beiseker to Kirby School	15 52	G R	Day Labour
Wainwright to Edgerton	4 42	S E G	Day Labour
Grimshaw to Fairview	37 04	G R	Day Labour
Richdale to Youngstown	18 46	G R	Day Labour
TOTAL	188 64		

S E G, Standard Earth Grade, 55 37 miles, G R, Grade Re-condition, 133 27 miles

SECONDARY HIGHWAYS			
Location	Miles	Type	Work Done by
Leduc to Calmar	17 00	GR	Day Labour
Opal to Egremont	8 69	S E G	Day Labour
TOTAL	25 69		

S E G, Standard Earth Grade, 8 69 miles, G R, Grade Re-condition, 17 00 miles

MISCELLANEOUS			
Location	Miles	Type	Work Done by
Bickerdike to McLeod River	8 5	S E G	Day Labour
Cardston to U S. Boundary	7 01	S E G	Day Labour
TOTAL	15 51		

S E G, Standard Earth Grade, 15 51 miles

GRAVELLING FIRST COURSE GRAVELLING—MAIN HIGHWAYS			
Location	Miles		Work Done by
Grimshaw to Fairview	37 04		Day Labour
Clairmont to Grande Prairie	8 75		Day Labour
Grande Prairie to Beaverlodge	22 00		Day Labour
Taber to Lethbridge	29 16		Day Labour
Richdale to Youngstown	18 46		Day Labour
Blackfoot to Vermilion	30 98		Day Labour
TOTAL DONE BY DAY LABOUR	146 39		

SECONDARY HIGHWAYS			
Location	Mile		Work Done by
Leduc to Calmar	15 50		Day Labour
TOTAL DONE BY DAY LABOUR	15 50		

MISCELLANEOUS			
Location	Miles		Work Done by
Cardston to U S. Boundary	7 02		Day Labour
Islay Connection	4 00		Day Labour
West of Olds and North	4 00		Day Labour
Town of Olds	96		Day Labour
TOTAL DONE BY DAY LABOUR	15 98		

REPLACEMENT GRAVEL—MAIN HIGHWAYS

Location	Miles	Work Done by
Medicine Hat to Brooks	61 36	Day Labour
Medicine Hat to Taber	69 52	Contract
Beiseker to Kirby School	15 54	Day Labour
Kirby School to Drumheller	14 43	Day Labour
Drumheller to Morrin	10 24	Day Labour
Borradaile to Vermilion	9 61	Day Labour
Edmonton to North Bon Accord	21 99	Day Labour
Namao to Gibbons	7 08	Day Labour
TOTAL	209 77	
Day Labour, 140 25 miles, Contract, 69 52 miles		

SECONDARY HIGHWAYS

Location	Miles	Work Done by
Okotoks to Black Diamond	12 85	Day Labour
TOTAL DONE BY DAY LABOUR	12 85	

MISCELLANEOUS

Location	Miles	Work Done by
Olds East	3 00	Day Labour
Cardston to U S Boundary	9 08	Day Labour
Parliament Grounds	28	Day Labour
Dominion Experimental Station, Lethbridge	26	Day Labour
Lethbridge Jail	1 65	Day Labour
TOTAL DONE BY DAY LABOUR	14 27	

STABILIZED GRAVEL BASE COURSE—MAIN HIGHWAYS

Location	Miles	Work Done by
West to Cochrane	2 00	Day Labour
Olds to Innisfail	9 92	Day Labour
Ellerslie to Edmonton	.80	Day Labour
Edmonton to Winterburn	1 70	Day Labour
TOTAL DONE BY DAY LABOUR	14 42	

CALCIUM CHLORIDE—MAIN HIGHWAYS

Location	Miles	Work Done by
Carvel Corner to Wabamun	10 59	Day Labour
TOTAL DONE BY DAY LABOUR	10 59	

SUMMARY OF GRAVELLING

Type	Lay Labour	Contract	Total
First Courst Graveling	177 87		177 87 miles
Replacement Graveling	167 37	69 52	236 89 miles
Stabilized Base Course Graveling	14 42		14 42 miles
Calcium Chloride	10 59		10 59 miles
TOTAL	370 25	69 52	439 77 miles

BITUMINOUS RE-SURFACING—MAIN HIGHWAYS

Location	Miles	Type	Work Done by
West of Cochrane	2 00	Bituminous Re-surfacing	Day Labour
Olds to Innisfail	9 92	Bituminous Re-surfacing	Day Labour
Ellerslie to Edmonton	80	Bituminous Re-surfacing	Day Labour
Edmonton to Winterburn	1 70	Bituminous Re-surfacing	Day Labour
TOTAL DONE BY DAY LABOUR	14 42		
Walsh to Medicine Hat	31 90	Seal Coat	Day Labour
Medicine Hat to Redcliffe	2 99	Seal Coat	Day Labour
Olds to Innisfail	3 12	Seal Coat	Day Labour
TOTAL DONE BY DAY LABOUR	38 01		

Asphalt Used	209,147 gals
Aggregate Used	9,731 cu yds
Area Treated	429,668 4 sq yds

TOTAL GRAVEL QUANTITIES TAKEN OUT UNDER ALL SURFACING PROJECTS

	Day Labour	By Contract	Total Cu Yds
Crushed Gravel to Railways Cars			
Crushed Gravel to Trucks or Stockpile	102,466	131,779 5	234,245 5
Pit Run and Screened Gravel to Trucks or Stockpile	63,514		63,514
Crushed Gravel from Stockpiles to Trucks	108,007 5		108,007 5
TOTAL CUBIC YARDS	273,987 5	131,779 5	405,767

PRELIMINARY SURVEYS

Location	Miles	Remarks
Beaverlodge to B C Boundary	30 04	Re-Location
TOTAL	30 04	

DEPARTMENT OF PUBLIC WORKS

MAIN HIGHWAYS CONSTRUCTION
STATEMENT OF EXPENDITURE, YEAR ENDED MARCH 31, 1943

Project No.	Description	Total	Engineering	Grading	Culverts	Fencing
1A1	Alberta-Saskatchewan Boundary to Medicine Hat	\$ 19,773 09	\$ 633.35			
1A2	Medicine Hat to Kininvie	31,099 73	1,569 03	\$ 8,341 84	\$ 167 03	
1A3	Kininvie to Brooks	15,527 22	629 50	4,955 19	56 34	
1B1	Brooks to Bassano	1,080 11	1,075 65			
1B3	N E 12-24-23-4 to Calgary	191.18				
1C1	Calgary to Radnor	10,617.89	96 15			
1C2	Radnor to Banff National Park	5 56				
2A2	Cardston to Macleod	16,996 90	4,290 38	1 50	63 00	
2B3	High River to Calgary	3,827 85				
2C2	Carstairs to Bowden	17,113 40	878 81			
2C3	Bowden to Red Deer	6,407 50	231 61			
2D3	Millet to Edmonton	575.96	559 22			
2E1	Edmonton to Legal	78 54				
2G1	Kinuso to Sec 9-74-14-5	1,348 82	447 26	801 24		
2G2	Sec. 9-74-14-5 to S W 28-74-18-5	433 09	382.11			
2G3	Junction No 34 to Donnelly	23 68				
2G4	Donnelly to Peace River	395 90	350 00			
2H1	Peace River to 6th Meridian	19,694 02	1,852 10	10,175.53	637 11	
2H2	6th Meridian to Dunvegan	25,419 50	1,851 68	8,103 26	676 52	
2J1	Dunvegan to S E 20-76-5-6	6,919 78	50 78			
2J2	S E 20-76-5-6 to Grande Prairie	8,475 11		811 50		
2K1	Grande Prairie to Beaverlodge	33,537 12	70 34	10,665 29		
2K2	Beaverlodge to Alberta-B C. Boundary	11,553 95	3,682 67			
3A1	Medicine Hat to Bow Island	30,257 25	1,118.78			
3A2	Bow Island to Taber	29,342 08	1,456 16			
3A3	Taber to Lethbridge	131,726 28	11,700 82	77,317.87	12,696 52	\$ 442 35
3B2	Macleod to Pincher Creek	198 79	4 46			
3B3	Pincher Creek to Mile 54 29	200 78	173 15			
4A1	Lethbridge to N E 28-5-17-4	1,500 42	671 42			
5A1	Lethbridge to Cardston	11,018 36	2,394.45			
7A	Okotoks to N E 17-18-2-5	10,916 34	702.77			
9A1	Inverlake Junction to Carbon Corner	14,264 62	625 44	2,256 60	87 25	
9A2	Carbon Corner to Munson	23,737 82	1,106 04	4,956 10		
9B1	Munson to Hanna	4,558 58	96 28	524 41		
9B2	Hanna to Youngstown	28,977 09	1,579 75	6,918 93		
13B1	Hughenden to Sedgewick	84 00			84 00	
14A	Alberta-Saskatchewan Boundary to Wainwright	10,085.72	612 56	8,174 52	1,096 75	
16A1	Lloydminster to Vermilion	154,456 40	7,233 01	93,528 57	21,319 22	124 41
16A2	Vermilion to Innisfree	783 27	225 93			
16A3	Innisfree to Vegreville	3,301 19	118.19	10 00		703 60
16B1	Vegreville to Chipman Corner	83 62	5 12			
16B2	Chipman Corner to Edmonton	42 36	42 36			
16C1	Edmonton to Mile 27 47	21,321 82	507 50	5,178 57	828 92	
16C2	Mile 27 47 to Entwistle	10,329 21	377 81		4 15	871 85
17A	Carvel Corner to Sangudo	1,130 32		75	6 00	
19A	Wetaskiwin to Pigeon Lake	36 50				
28A	Edmonton to Waskateneau	31,555 07	4,951 59	19,650 50	3,755 43	463 44
34A	High Prairie to Grande Prairie	25 96				
37A	Namoo to Gibbons	1,301 35	80 31			
39A	Leduc to 5th Meridian	27,849 93	1,644 98	4.89	101 08	
40 00E5	Town of Cardston	97 25		97 25		
40 00E23	City of Medicine Hat	1,283 40				
40 00E28	City of Red Deer	147 90				
40 00E42	City of Drumheller	136 05				
40 00E43	City of Wetaskiwin	213 30				
40 00E47	City of Lethbridge	853 50				
40 00E71	City of Edmonton	4,138 50				
40 00E72	City of Calgary	2,607 60				
40 00E88	Town of Olds	296 86	15 40			
40 00E115	Village of Berwyn	20 05				
3077	Rentals—Pit Sidings	2,979 08	13.33			
38010	Cardston to Emigrant Gap	2,250 89	513 17			
48995	Bickerdike to Coalspur	565 52		227 52		
41-5-18	Vermilion—South	9,199 27	288 76	8,098 64	636 57	.40
41-6-20	Innisfail to Carluke	215 20				
41-11-16	Spirit River to Junction Highway No 2	479.11	49 57			
3083	General and Administration	26,570 44				
		\$832,234 95	\$ 56,959 75	\$270,800 47	\$ 42,215 89	\$ 2,606 05

SUMMARY

Appropriation No. 754A	\$ 34,424 35
Appropriation No. 754B	797,810 60
	<u>\$832,234 95</u>

NOTE:

Reconstruction work in the sum of \$174,121 06 was also undertaken by the Branch. Payment for same was made from Appropriations 706BH, 707BH, 771BH, 771BS, and is included in Statement for Main Highways Maintenance and District and Local Roads.

Compen- sation	Moving Poles	Gravel Surfacing	Miscel- aneous	Sub Grade Stabilizing	Clay Surfacing	Surface Treatment	Seal Coat	Retreatment	Grants to Incorporated Areas
		\$ 205 50		\$ 192.12			\$ 18,740 12	\$ 2 00	
		19,700 95					1,320 88		
\$ 133 50		9,886.19							
		4 46							
		57 68		6,976 64				2,981 10	
		564 00		5 56					
		12,642 02		3,683 74				144 11	
				1,925 31				14,309 28	
		88 88		614 23				5,472 78	
78 54		16 74							
		100 32							
		50 98							
		23 68							
		45 90							
		7,029 28							
		14,788 04							
		6,869 00							
		7,663 61							
		22,695 26							
		7,871 28							
		29,138 47							
8,838 98	\$ 121 23	27,885 92							
		16,494 76		15 00	4,098 75				
		83 90					110 43		
		27 63							
		829 00							
		8,623 91							
		10,212 25		1 32					
		7,017.82		4,277 51					
		17,675 68							
		3,937 89							
		20,478 41							
201 89									
4,481 34		27,769 85							
		557 34							
2,469 40									
68 50		10.00							
16 00		4,415.97		11,476 37				3,330 46	
1,123 57				4,643 43					
36 50									
304 00	\$ 21 73	2,357 98	\$ 50 40						
		25 96							
		1,221 04							
		26,098 98							
									\$ 1,283 40
									147 90
									136 05
									213 30
									853 50
									4,138 50
									2,607 60
		156 99		73 62		\$ 50 85			
		20 05							
2,226 25		739 50							
1,686 02		51 70							
338 00									
149 15		25 75							
215 20		429 54							
			26,570.44						
\$ 22,366 84	\$ 142 96	\$316,590 06	\$ 26,620 84	\$ 33,884 85	\$ 4,204.98	\$ 50 85	\$ 20,171 43	\$ 26,239 73	\$ 9,380 25

NOTE:

The above figures include Special Appropriation 754BS

SURVEYS BRANCH

Report for the Fiscal Year ending March 31, 1943

(A. P. C. BELYEA, *Director of Surveys*)

During the year, four field parties were employed from the first week in May until the 1st of November on survey of main highways, new roads, road diversions and miscellaneous surveys.

The following is a summary of the work of this Branch during the past year:

Surveys required and brought forward from 1941 (after revising schedule)	203
Surveys asked for during 1942	149
Surveys made during 1942	170
Surveys carried over to 1943	182
Plans submitted and examined on behalf of Municipal Districts	89
Titles issued to roadways surveyed by Municipal Districts	75
Plans prepared and filed in Land Titles Office	154
Certificates of Title received for roadways	205
Certificates of Title received for lands given for public purposes under Departmental regulations as to subdivisions	3
Certificates of Title to public buildings	8
Transfers issued covering lands no longer required	180
Number of plans of subdivisions approved	60
Plans submitted by Department of Water Resources	19
Plans of Power and Transmission Lines	18
Vouchers issued for compensation	402
Leases of road allowances in force	280
Leases of road allowances applied for	27

Location of highways, roads, road diversions, telephone rights-of-way and miscellaneous areas surveyed:

MAIN HIGHWAYS

Cardston-Macleod—Twps 3, 4, 5 and 6, rge 25, W 4th.
 Lethbridge-Taber—Twp 9, rges 17, 18, 19 and 20, W 4th.
 Vermilion-Blackfoot—Twp 50, rges 2 and 3, W 4th.
 Edmonton-Waskatenau—Twp 58, rges 21 and 22, W 4th.
 Edmonton-Jasper—Twps 52 and 53, rge 25, W 4th.
 Grimshaw-Notikewin—Twp 85, rge 23, W 5th.
 Grimshaw-Notikewin—Twp 86, rges 23 and 24, W 5th.
 Grimshaw-Notikewin—Twp 84, rge 23, W 5th.
 Edmonton-Peace River—Twp 83, rge 21, W 5th.
 Peace River-Dunvegan—Twp 82, rge 25, W 5th.
 Peace River-Dunvegan—Twp 82, rge 24, W 5th.
 Peace River-Dunvegan—Twp 83, rge 23, W 5th.
 Peace River-Dunvegan—Twp 82, rge 1, W 6th.
 Grande Prairie-Pouce Coupe—Twp 71, rge 8, W 6th.
 Grande Prairie-Pouce Coupe—Twp 72, rge 10, W 6th.
 Buffalo Lake—Twp 74, rge 6, W 6th.
 Buffalo Lake—Twp 74, rge 7, W 6th.
 Buffalo Lake—Twp 73, rge 7, W 6th.
 Dunvegan-Grande Prairie—Twp 77, rge 5, W 6th.
 Dunvegan-Grande Prairie—Twp 76, rge 5, W 6th.
 Edmonton-Lloydminster—Twp 53, rge 24, W 4th.

ROAD SURVEYS

I D's & M D's

I D 8
 " 38
 " 100
 M D 98
 I D 130
 " 130
 M D 10
 I D 68
 M D 157
 I D 8
 " 38
 " 9
 M D 342
 I D 343
 " 343
 " 343

S E $\frac{1}{4}$ Sec 1, twp 3-24-4
 Secs 13 and 14, twp 4-23-4
 E $\frac{1}{2}$ Sec 32, twp 11-28-4
 N W $\frac{1}{4}$ Sec 21, twp 11-19-4
 N W $\frac{1}{4}$ Sec 2, twp 13-28-4
 Secs 31 to 25, twp 13, rges 28 and 29-4
 Secs 16 and 21, twp 6-25-4
 Sec 12, twp 10-22-4
 N W $\frac{1}{4}$ Sec 11, twp 21-25-4
 Secs 32 and 33, twp 1-23-4
 Secs 27 and 34, twp 5-22-4
 Secs 28 and 29, twp 1-27-4
 Secs 35 to 18, twp 36, rges 6/7-5
 Sec. 36, twp 35-7-5
 Secs 7 and 8, twp 39-7-5.
 Sec 12, twp 38-9-5

"	343	Sec 33, twp 36-7-5
"	343	Sec 15, twp 38-8-5
"	343	Sec 33, twp 37-7-5
"	343	Secs 7-18 twp 38-8-5
"	403	Sec 5, twp 40-9-5
"	343	Sec 1, twp 38-7-5
M D	482	Sec 26, twp. 50-4-4
I D	343	Secs 31, 36 and 25, twp 38, rges 7-8, W 4th
"	276	Sec 4, twp 29-20-4
"	553	Secs 12, 13 and 24, twp 54-10-5
"	553	Secs 13 and 18, twp 54, rges 10 and 11-5.
"	522	S E $\frac{1}{4}$ Sec 7, twp 50-8-5
"	460	Secs. 29, 30 and 31, twp 46-2-5
"	522	Secs 25 and 36, twp 50-8-5
"	460	Sec 5, twp 46-3-5
"	553	Sec 34, twp 53-10-5
"	491	Secs. 29, 30 and 31, twp. 49-5-5
"	461	S E $\frac{1}{4}$ Sec 2, twp 46-6-5
"	461	Sec 33, twp 45-1-5
"	522	Secs 30 and 31, twp 48-8-5
"	522	Secs 17 and 22, twp 49-8-5.
"	522	Sec 12, twp 52-7-5
"	460	Secs 19, 20 and 29, twp 46-2-5.
"	462	Secs 33 and 34, twp. 47-5-5
"	491	N E $\frac{1}{4}$ Sec 2, twp 48-4-5
"	491	Secs 11, 14 and 22, twp. 49-5-5
"	491	S W $\frac{1}{4}$ Sec 2, twp 49-5-5
"	522	N E $\frac{1}{4}$ Sec 16, twp 49-7-5.
"	493	Secs 19, 24, 26 and 35, twp. 49, rges 8 and 9-5
"	460	S E $\frac{1}{4}$ Sec 29, twp 46-3-5
"	460	Secs 5 and 8, twp 46-3-5
"	491	N E $\frac{1}{4}$ Sec 25, twp 49-6-5
"	460	S W. $\frac{1}{4}$ Sec 18, twp 46-3-5
"	491	Secs, 2, 3 and 4, twp 48-5-5
"	460	Secs 11 and 13, twp 46-3-5
"	460	S W $\frac{1}{4}$ Sec 25, twp 46-3-5
"	460	N E $\frac{1}{4}$ Sec 33, twp 45-3-5
"	461	S E $\frac{1}{4}$ Sec 4 and S W $\frac{1}{4}$ Sec 10, twp 46-6-5
"	460	S W $\frac{1}{4}$ 4, twp 46-3-5
"	461	S E $\frac{1}{4}$ Sec 17, twp 46-4-5
"	460	N E $\frac{1}{4}$ Sec 33, twp 45-3-5
"	460	S W $\frac{1}{4}$ Sec 18, twp, 46-2-5
"	460	N W $\frac{1}{4}$ Sec 36, twp 46-3-5
"	460	E $\frac{1}{2}$ Sec 26, twp 46-3-5
"	491	N $\frac{1}{2}$ Sec 11, twp 48-5-5
"	461	Secs 2 and 3, twp 47-4-5
"	460	N W. $\frac{1}{4}$ Sec 34, twp 46-3-5.
"	460	S E $\frac{1}{4}$ Sec 27, twp 46-1-5
"	460	S E. $\frac{1}{4}$ Sec 32, twp. 46-1-5.
"	843	Fort McMurray Settlement, twp 89-9-4
"	830	Secs 25, 26, 27, 28 and 29, twp. 79-6-6
"	830	Secs 13, 14, 15, 16, 17, 18 and 21, twp 79-6-6
"	769	Sec 31, twp. 75-2-6
"	946	Secs 16 and 21, twp 91-22-5
"	946	Secs 25, 26, 27, 28, 29 and 36, twp. 90-22-5.
"	946	Secs 29, 30 and 31, twp 90-21-5
"	741	Secs 16, 17, 20 and 21, twp 70-9-6
"	830	Secs 1, 2, 13, 14 and 23, twp 79-7-6
"	946	Secs 3 and 4, twp 91-22-5
"	729	Sec 23, twp 71-1-5
"	855	Sec 15, twp 83-20-5
"	826	Sec 9, twp 82-22-5
"	667	Secs 1 and 12, twp 66-22-4
"	859	Secs 4 and 9, twp 82-6-6
M D	829	Secs 9, 10 and 11, twp 79-7-6
I D	770	Secs 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, twp 76-5-6
"	706	Sec. 27, twp 69-22-5
"	978	Secs 1, 6 and 7, twp 94 rges 23 and 22-5
"	742	Sec 15, twp 71-12-6.
"	770	Sec 19, twp 76-7-6
"	977	Sec 19, twp 93-22-5
"	886	Sec 1, twp. 84-23-5
"	889	Sec. 10, twp 86-5-6
"	859	Sec 36, twp 82-6-6
"	916	Sec. 29, twp 89-22-5.
"	946	Sec 2, twp. 90-22-5
"	916	Sec 18, twp 89-22-5.
"	946	Secs. 26 and 35, twp 90-22-5
"	859	Secs. 12, 13 and 24, twp 83-6-6
"	859	Sec 6, twp. 83-5-6.
"	830	Sec. 11, twp. 80-7-6
"	770	Sec 27, twp. 76-6-6

DEPARTMENT OF PUBLIC WORKS

I D's & M D's		MISCELLANEOUS
I D	9	S W $\frac{1}{4}$ Sec 1-2-25-4, Gravel Pit.
"	94	N E $\frac{1}{4}$ Sec 13-11-12-4, Gravel Pit.
"	66	Sec 3-10-17-4, Gravel Pit
"	8	N W $\frac{1}{4}$ Sec 20-2-23-4, Extra right-of-way
"	343	S W $\frac{1}{4}$ Sec 3-38-7-5, Ditch right-of-way
M D	482	S E $\frac{1}{4}$ Sec 5-51-6-4, Gravel Pit
"	423	N W $\frac{1}{4}$ Sec 20-45-9-4, Gravel Pit
"	362	S W $\frac{1}{4}$ Sec. 30-40-6-4, Gravel Pit
"	429	N E $\frac{1}{4}$ Sec 31-42-25-4, Boundaries
I D	276	Willow avenue 29-20-4, Boundaries
"	343	N E $\frac{1}{4}$ Sec 31-39-7-5, Ferry site and access
"	460	N W $\frac{1}{4}$ Sec 33-45-3-5, Ditch
"	461	N W $\frac{1}{4}$ Sec 5-46-4-5, Ditch
"	461	S E $\frac{1}{4}$ Sec 16-46-4-5, Ditch
"	491	E $\frac{1}{2}$ Sec 2-48-4-5, Subdivision Breton Townsite
"	483	McMurray Settlement 89-9-4, Nuisance Ground
"	460	S W $\frac{1}{4}$ Sec 18-46-3-5, Winfield Townsite Subdivision
"	461	S $\frac{1}{2}$ Sec 5-46-4-5, Extra right-of-way
"	742	Sec 20-70-11-6, Revision
"	742	Sec 25-69-11-6, Revision
"	765	Sec 27-74-17-5, Nuisance Ground
"	888	Sec 6-84-4-6, Nuisance Ground
"	729	Sec 23-71-1-5, Smith Cemetery
"	772	Sec 23-73-11-6 Ditch right-of-way
"	828	Sec 3-78-2-6, Ditch right-of-way
"	765	Sec 30-74-17-5, Borrow Pit
"	772	Sec 17-72-10-6, Gravel Pit and access road
M D	740	Grande Prairie 71-6-6, Block Subdivision
		TELEPHONE RIGHT-OF-WAY
M D	367	Stettler-Big Valley, twp 37-20-4
"	281	Carstairs-Garfield, twp 30, rges 2 and 3, W 4th

TOWN AND RURAL PLANNING ADVISORY BOARD

(A. P. C. BELYEA, *Director of Town Planning*)

The members of the Board are G. H. N. Monkman, Deputy Minister of Public Works, Mr. W. S. Gray, K.C., Attorney General's Department, Mr. A. P. C. Belyea, Director of Town Planning, with the Minister of Public Works as Chairman.

The Board held no formal meetings during the year as no problems in connection with general policy arose to demand its attention.

New zoning by-laws passed by the Councils of the Towns of Beverly and Lloydminster and the Village of Mayerthorpe received official approval. Other by-laws submitted by the Cities of Edmonton and Calgary and the Municipal District of Shepard amending existing zoning by-laws were also approved.

An enquiry was received at the office of the Director of Town Planning from the Council of the Town of Raymond regarding the preparation and enactment of a zoning by-law, and considerable information in this connection was supplied.

The Board's previous policy in connection with the regulation of advertising signboards on land adjoining Provincial main highways has been continued, and has been successful in curtailing the number of such signboards in existence outside the limits of incorporated towns or cities.

Nine transfers of land were submitted to the office of the Director of Town Planning for approval under Section 35 of The Town Planning Act. Eight of these transfers were approved and in one case approval was refused, the owner being required to have his property surveyed and registered as subdivided land under the provisions of The Land Titles Act.

The usual practice has been followed in the examination of plans of subdivision and the application of the Town Planning regulations thereto, 59 new subdivisions having thus been dealt with.

No applications for authorizations for the establishment of automobile tourist camps have been received during the past year.

Various enquiries in regard to the application of local zoning regulations were dealt with by the Board and by the office of the Director of Town Planning during the year.

BUILDINGS BRANCH

Report for the Fiscal Year ending March 31, 1943

(W. D. STACEY, *Superintendent of Buildings*)

The work of this Branch was carried out along similar lines to previous years. Considerable alterations, capital and maintenance work were carried out as follows:

Athabasca.

The building formerly known as the Lessard Building was purchased and completely renovated to convert the building into suitable office space for the District Agriculturist, Municipal Inspector, School Inspector, Land and Mines Inspector, also storage space for the Department of Agriculture, and Roads Branch, Department of Public Works.

Brooks.

At the Demonstration Farm and Horticultural Station in Brooks an administration building and greenhouse was erected.

Calgary.

At the Highway Storage and Repair Shop located in the Manchester district, Calgary, a new paint and carpenter shop was erected.

A one stall garage and storage warehouse was built at the Radio Station for the Department of Lands and Mines.

Edmonton.

On the grounds of the University of Alberta a Gas Testing Laboratory was completed during the year.

At the Highway Storage and Repair Shops located in South Edmonton an addition to the present building was built.

Grande Prairie.

In the Town of Grande Prairie a radio station was erected for the Forestry Branch, Department of Lands and Mines.

Plumbing was installed in the premises owned by the Department of Public Works.

Health Units.

A number of Health Units were opened throughout the Province, and considerable necessary alterations were made.

Keith.

At the Central Alberta Sanatorium, Keith, a two-storey frame and stucco building was erected for a Nurses' Home.

Lac La Biche.

A radio station, two-stall garage and storage warehouse was built for the Forestry Branch, Department of Lands and Mines.

Lethbridge.

At the Provincial Gaol, new quarters were made for the use of the Social Hygiene Clinic.

Olds.

At the Agricultural School, Olds, a farm mechanics building was built to take care of storage and necessary repairs of the farm equipment.

Oliver.

At the Provincial Mental Institute, Oliver, the second floor of No. 5 Unit was completed during the year.

Considerable work was undertaken for the Department of Agriculture at the Poultry Farm, Oliver. Range houses, brooder houses and pens were erected.

An addition was built to the Dairy Building.

Red Deer.

At the Provincial Training School, Red Deer, an addition was built to the Laundry Building.

A new root house for the storage of vegetables grown and used at the Training School was erected.

Police Buildings.

Considerable repairs and alterations were made to the various premises owned by this Government and occupied by the R.C.M.P.

Architectural Branch.

This branch prepared plans and specifications on all our work, as well as plans and specifications and general supervision for the Buildings Branch, Department of Education.

Carpenter Shop.

This branch has been extremely busy manufacturing furnishings and equipment for the various institutions and buildings.

General.

Most of the work on our buildings was carried under the supervision of our maintenance foremen throughout the Province by day labour, direct from this office.

BUILDINGS MAINTENANCE BRANCH—EXPENDITURE FOR 1942-43

CAPITAL EXPENDITURE

756	Furnishings and Equipment, Legislative and Departmental Buildings and Public Institutions, including O/C 107, O/C 421	\$ 52,117 39	\$ 52,117 39
759	Sites and Construction, including O/C 803, S W. 28, O/C 194	217,036 47	217,036 47
S W 5	Purchase of Oliver Farm Equipment Building	104,948 80	
S W 13	Purchase of Property in Calgary for Alberta Poultry Producers Marketing Board	26,000 00	130,948 80
			<u>\$400,102 66</u>

INCOME EXPENDITURE

708	Administration	\$ 22,965 43	
709	Legislative and Departmental Buildings	465,651 39	
710	Public Institutions	93,837 40	
713	Government House	6,256 24	
	Sale of Furnishings, Government House, S W. 31	1,917 25	
727	Provincial Marketing Boards	143 94	
			<u>\$590,771 65</u>

MECHANICAL BRANCH

Report for the Fiscal Year ending March 31, 1943

(VERNON PEARSON, *Superintendent*)

The Mechanical Branch is now charged with the following responsibilities:

1. The maintenance and operation of power plants and utility service of the eight largest institutions.
2. The administration of The Steam Boilers Act.
3. The administration of The Factories Act.
4. The administration of The Welding Act as it applies to welders.
5. The administration of The Electrical Protection Act.

Power Plants and Institution Maintenance.

As the war progresses, it becomes increasingly difficult to maintain the services for which this branch is responsible. The shortage of men and materials has a very marked effect on the operation and maintenance of the power plants which supply utility service to the eight large institutions. We have been advised to repair and overhaul machinery ourselves, but neither men nor materials are available in sufficient quantity to carry out the necessary work, and it is doubtful if services can be maintained at peace time standards much longer. No doubt any reduction in services which may become necessary will be accepted by those affected as the inevitable result of war.

Early in the year a new 200 h.p. gas fired boiler, installed at the Central Alberta Sanatorium, was put into service. The installation of this boiler will permit much needed repairs to be made to equipment that was in regular service for over twenty years. The performance of the new unit has been up to our expectations in every way.

A study of power plant statistics shows a slight drop in the amount of coal, water and electricity used in the institutions. This is a reversal of the trend of past years, and represents the efforts of the heads of the several departments affected to eliminate as far as possible unnecessary use of these services.

PROVINCIAL GOVERNMENT POWER PLANT STATISTICS
For Year ended March 31, 1943
(Vernon Pearson, Mechanical Superintendent)

No.	Name	Steam Purchased (Pounds)	FUEL		WATER		ELECTRICITY		MECHANICAL REFRIGERATION		Expenditure for Maintenance and Operation
			Coal (Tons)	Gas Cubic Feet)	Pumped from Local Sources (Imperial Gallons)	Purchased	Generated	Purchased	(Tons)		
1	Parliament Building and Administration Building, Edmonton	4,717,400	5,400	367,000		20,215,750	915,180	219,520			\$ 30,491.87
2	Institute of Technology, Calgary		13,630		67,200,000	1,978,000	1,465,000	165,250			7,375.77
3	Ponoka Mental Hospital		3,200		9,870,000		260,595				94,404.06
4	Fort Saskatchewan Gaoi		2,245		5,828,778		106,229				20,618.35
5	Lethbridge Gaoi		7,450			7,825,081	821,300				16,649.78
6	Oliver Mental Institute			49,346,000	23,066,700	31,486,125	341,150				58,727.44
7	Central Alberta Sanatorium, Calgary		2,340			12,950,117	106,095	29,520		1,200	26,928.58
8	Provincial Training School, Red Deer										21,482.49
TOTALS		4,717,400	34,265	49,713,000	105,965,478	74,455,073	\$4,015,549	414,290		6,675	\$276,578.34

Total Coal used	34,265 Tons
Total Gas used	49,713,000 Cubic Feet
Total Water used	180,420,551 Imperial Gallons
Total Electricity used	4,428,839 Kilowatt Hours
Total Refrigeration	6,675 Tons
Total Steam purchased	4,717,400 Pounds

THE STEAM BOILERS ACT

It is a pleasure to report that no serious accident has occurred to any boiler or pressure vessel during the past year.

The following is a record of accidents to persons operating vessels of various types:

At 3 a.m. on December 3rd, A. C. Katinas was fatally scalded when operating a fat melter in Gainers' Packing Plant, South Edmonton. This accident was caused by the deceased releasing the bolts that secured the cover on the charging neck when there was pressure within the vessel; the sudden release of pressure resulted in the deceased being covered with the boiling offal, which was discharged from the charging neck of the melter.

On March 23rd, Gordon Webster lost both his legs when the Home Well No. 14 was being prepared for acidizing. This accident was caused by the feed pipe breaking inside the well casing. This feed pipe carried a pressure of 1,500 lbs. p.s.i., and when the pipe broke, it was no longer held in position by the weight of the pipe in the lower portion of the well casing. As a result, the upper portion of the feed pipe was ejected through the casing head and whipped around, due to the reaction caused by the fluid discharging from the pipe under high pressure. The injured man was standing 150 feet from the well head when he was struck by the whipping feed pipe, and both of his legs were severed.

On October 4th, a furnace explosion occurred in the setting of a gas fired boiler at the Western Canada Flour Mills, Calgary, the operator was burned, but not seriously; the brick setting was damaged and three cleanout doors along with their frames were blown out. This accident was caused by negligence on the part of the operator when starting up the boiler, which had been shut down for four months.

A number of boilers were damaged due to overheating, caused by shortage of water or the presence of scale; none was damaged to such an extent that it could not be repaired.

By special request, two steel heating boilers were examined at the Penhold Airport. These two boilers were supposed to be constructed according to a design approved by this department. However, they were not constructed according to the approved design, and cracks occurred in that portion of the boiler that differed from the approved design. The approved design shows a row of staybolts in the centre of the crown sheet, the full length of the firebox. The manufacturer had not put in this row of staybolts, but had made a welded longitudinal joint in the centre of the crown sheet, with a 6"x5/16" butt strap covering the joint inside the boiler. This was fillet welded along the edges the full length of the crown sheet, making the plate adjacent to this joint similar to a laminated sheet; consequently, transverse cracks developed due to overheating of the plate.

In order to effect satisfactory repairs, a section in the centre of the crown sheet, including the butt strap, the full length of the firebox was removed, and a new section welded in, with a row of staybolts placed in the centre of the new section.

Information was laid by Inspector Munro under Sec. 23-1 of The Boilers Act against two persons employed at the Millet Creamery,

also the operator and an employee of a sawmill at Richmond Park. Convictions were secured in all cases, and each defendant was fined \$50.00 and costs.

During the summer, Inspector Anderson visited all boilers on the south side of the Peace River, west of High Prairie.

Due to the resignation of Inspector Jones on May 9th, when he joined the Air Force, boilers in the extreme north-east of the Province were not inspected. It will be necessary to have an inspector visit Waterways and McMurray during the coming summer.

The following is a summary of work accomplished during the year, together with a comparative summary of work and revenue for the years 1941-42 and 1942-43:

	1942-43	1941-42
Type of Boiler or Pressure Vessel Inspected		
Horizontal Return Tubular	518	563
Horizontal Furnace	47	49
Water Tube	183	193
Locomotive Type	983	1,001
Vertical	162	203
Air Receivers	2,051	1,933
Heat Exchangers	160	181
Oil Stills	5	3
Steam Processors	107	79
Steel Heating	490	376
Cast Iron	445	684
Miscellaneous	394	406
Total number inspected	5,545	5,671
Condition of Pressure Vessels Inspected		
Good	3,317	3,436
Fair	2,018	2,057
Poor	133	136
Condemned	24	30
Scrapped	53	12
Total	5,545	5,671
Certificates issued	4,352	4,582
Number of Inspection Visits	6,786	7,425
Number of Special Inspections under Sec 13 of The Boilers Act	100	79
Factory Act Inspections	885	886
Number and Class of Engineers' Certificates issued		
First Class	3	1
Second Class 750 H.P	4	2
Second Class 500 H.P	9	15
Third Class	88	68
Special Certificates	16	43
Traction Final	20	21
Fireman's Final	35	39
Provisional Certificates	420	457
Welder's Certificates	20	23
Temporary Certificates	150	65
Total	765	734
Number of designs surveyed	157	243
Revenue for Registration of designs	\$ 1,512 00	\$ 1,777 36
Engineers' Registrations	2,571 00	2,655 00
Engineers' Certificates	4,237 00	3,885 00
Pressure Vessel Registration	38,854 50	37,968 60
Special Inspection Fees	2,235 76	1,677 16
Total Revenue	\$ 49,410 26	\$ 47,963 12

THE FACTORIES ACT

The war has brought about a marked change in many classes of employment. The greatest change has occurred in the business of motor car sales and service. Many garage firms have closed and the buildings are being used for purposes connected with the war effort, others have moved to smaller premises, while others are carrying on service departments from filling stations. Some filling

stations have closed and others are operating with greatly reduced staffs.

Due to a scarcity of commodities, many wholesale warehouses in the northern part of the Province especially those engaged in the distribution of farm machinery, have been leased to the military authorities or to firm engaged on the Alaska Highway project, and the wholesale firms have moved into smaller premises. As a result of these changes, many employees have found employment in other industries or have joined some branch of His Majesty's Forces.

Another notable change in employment during the year is the marked increase in employment in the catering industry. It is noted that in many places where employees are engaged in this class of business their numbers have more than doubled.

While there has been little change in the number of male employees engaged in industry during the past year, there was found to be 2,658 more female employees working when inspections were made than there were the preceding year.

Industrial concerns in general have experienced difficulty throughout the year in obtaining sufficient labour, both skilled and unskilled, to carry on their activities, but in spite of this there has been a considerable increase in the production of lumber, flour, packing plant products, sugar and dairy products.

In carrying out their duties, the Factory Inspectors have enjoyed the continued co-operation of most employers and safety committees in the various industries throughout the Province during the year. Such co-operation has resulted in the elimination of hazards found to be existing, and has also improved the conditions of employment in many factories.

There has been an increase in the number of requests for special inspections both by contractors and employers when new buildings or additions were being erected or alterations in plants were being made.

Most industrial concerns experienced some difficulty in procuring repair parts for equipment during the past year, with the result some of the recommendations made by inspectors were rather slow in being carried out. In some instances, where recommendations were made relative to ventilation, it was found to be practically impossible to procure ventilating ducts. In other instances, some delay was experienced in procuring wash basins, but this condition has been largely overcome during the latter part of the year.

During the year under review, a copy of all inspection reports of factories, shops, and office buildings, and of escalators, passenger and freight elevators, and power dumbwaiters, have been forwarded to the Workmen's Compensation Board. The causes of several accidents have been investigated, and reports on them have been forwarded to the Board. The Board has notified this branch of many accidents and the manner in which they have occurred. This information has been of considerable assistance to the inspectors.

HEALTH

A considerable amount of time has been devoted to an investigation of the manner in which lead was being handled in the manu-

fracture of batteries. As a result, recommendations have been made for safer ways of handling this metal. One case of lead poisoning was brought to the attention of the branch during the year.

The increase in the number of female employees in some plants has made it necessary to recommend the installation of additional washing facilities and other sanitary accommodation. The management of some factories were asked to give more attention to house-keeping in their plants in order that hazards be eliminated.

CHILD LABOUR

On three occasions, persons under the age of 15 years were found to be employed, and the employers were instructed to discontinue their employment. On six occasions, inspectors were requested to grant permits for the employment of children, and in each instance permission was refused.

INSPECTIONS

As the cities of Medicine Hat and Lethbridge have no resident inspectors, periodical visits were made by inspectors resident in Edmonton and Calgary; Lethbridge receiving five visits and Medicine Hat four.

Table No. 1, which follows, sets forth the number and classification of inspections made, together with the number of males and females employed under each, and the number of recommendations made relative to safety and health.

Under the heading "Safety," recommendations were made relative to the guarding of machinery and shafting, handrails on stairways, runway platforms, openings in floors, condition of ladders and scaffolding, and access to exits and fire escapes. Under the heading "Health," recommendations were made relative to sanitation, ventilation, lighting and housekeeping.

TABLE No. 1
SUMMARY OF INSPECTIONS AND EMPLOYEES

	No. of Inspections Made	No. of Places Inspected	No. of Employees		Total No. Persons Employed	No of Recommendations Made	
			No. of Male	No of Female		Safety	Health
Factories	2,611	2,607	16,334	4,300	20,634	1,476	42
Shops	2,664	2,663	8,378	7,193	15,571	125	12
Office Buildings	101	101	230	66	296	1	
Totals	5,376	5,371	24,942	11,559	36,501	1,602	54

PASSENGER AND FREIGHT ELEVATORS

Seven new elevators were installed during the years, classified as follows: Two passenger elevators, two power freight elevators, one manually operated freight, and two power dumbwaiters.

A total of 715 elevator inspections were made, and of these, 27 were special or requested inspections. Two elevators were condemned for further use as elevators, and seven were found to have been dismantled or scrapped, and 41 elevators were found to be out of operation at the time of the inspector's visit.

A total of 641 elevator inspection certificates were issued during the year. The revenue from elevator inspections totalled \$2,568.00.

Table No. 2 contains information relative to the number of elevator inspections made, classification of the elevators inspected, and the number of recommendations in each class.

TABLE No 2
SUMMARY OF ELEVATOR INSPECTIONS FOR YEAR ENDING MARCH 31st, 1943

Class of Elevator Inspected	No Insp	No Rec
Escalator	7	2
Passenger	186	212
Power Freights	349	582
Manually Operated Freights	48	54
Employee's Belt Lift or Humphries	24	18
Power Dumbwaiter	24	16
Not being Operated	41	4
Condemned	2	1
Dismantled or Scrapped	7	
Reinspected Passenger	8	5
Freight	19	14
Manual		
Dumbwaiter		
Total	715	908

THE WELDING ACT

Examinations of welders have been held in various points throughout the Province during the fiscal year 1942-43. The following is a list of these points: Edmonton, Calgary, Lethbridge, Nanton, Lloydminster, Claresholm, PincherCreek, Macleod, Blairmore, Cardston, Manville, Bow Island, Brooks, Bassano, Vermilion, Clandonald.

A total of 437 certificates were issued, classified as follows: 40 journeymen, 7 provisional, 274 special, 114 apprentice. This entailed the checking of applications, examination papers and practical tests. Out of the above total there were 25 failures.

In addition to the above mentioned candidates examined under the Act Respecting the Trade of Welding, 22 practical examinations and tests were conducted for welders qualifying for certificates under The Steam Boilers Act.

Twenty-nine applicants were refused permission to undertake examination because they had insufficient practical experience or had obtained experience in contravention of the regulations under the Act. Most of these applicants have taken out an apprentice certificate, and are gaining experience in a legal manner.

During the year, 16 reports were received concerning persons operating contrary to the Act. Ten of these were investigated by the Inspector and five by the R.C.M.P. Five were charged under Section 9 and one was charged under Section 10 of The Welding Act. In all cases, convictions were secured and fines were imposed.

Three accidents were reported. In all cases, they were attributed to explosions, one being fatal, that to John R. Willert, Calgary, who was instantly killed when an explosion and fire of obscure origin occurred while he was welding on a tower at the British American Oil Refinery, Calgary. Fred Pinkerton of Lethbridge received severe injuries when a gasoline tank on which he was welding exploded. Benjamin Dauphin received slight injuries when a flash-back tank on an acetylene generator exploded. All the aforementioned accidents were thoroughly investigated.

In spite of the difficulties most employers are experiencing in keeping a staff of competent welders, which condition is created by

war conditions, the department is receiving excellent support in enforcing the provisions of this Act.

THE ELECTRICAL PROTECTION ACT

During the past year there has been a considerable increase in the consumption of electric power and a continuous expansion in the various projects instituted by the Department of Munitions and Supply. These projects have required large quantities of electrical materials and the employment of a large number of skilled workers, resulting in critical shortages of material and labour for civilian construction.

The Wartime Prices and Trade Board have also issued various orders restricting the use of critical materials for civilian construction, and as a result much of this class of work has of necessity been deferred until supplies and labour are more readily available.

During the year a number of emergency concessions, both in regard to specifications and to rules of installation, have been made by the Canadian Engineering Standards Association. These have assisted in conserving the supply of such essential materials as rubber, copper and steel, without introducing undue risks and hazards. These concessions have, however, created other problems in regard to standardization of materials and installation practice, and will therefore be withdrawn as soon as conditions permit.

Due to the large number of requests being received for inspections and clearance certificates at the various defence projects, an Order-in-Council was passed in July authorizing a fee to be charged where electrical inspections were required for the purpose of obtaining a clearance certificate. This has resulted in considerable revenue for the Department, as much of the inspection work done this year dealt with this class of work.

The number of requisitions issued during the year for alterations to existing wiring have been considerably less than usual, due to the difficulty in obtaining materials and experienced help, and to the expressed wish of the Wartime Prices and Trade Board that as far as possible changes in existing installations be postponed until after the war. As a result, there were a number of installations inspected which do not comply with the Regulations, and which, in the ordinary course of events, would have been ordered changed. However, where hazardous conditions are found to exist, instructions are issued to eliminate these in so far as possible by repairing the existing installation.

No fatal accidents to persons due to electric shock have been reported during the year, and few serious accidents have occurred. Such accidents as have occurred have almost invariably been the result of carelessness on the part of the individual and not to hazardous conditions. This would indicate that the safety standards and regulations are being well observed, and this record has been made in spite of the fact that many experienced men are serving with the armed forces, and many men are of necessity doing work for which they have had a minimum of experience.

The Calgary Power Co. completed the installation of the 23,000 h.p. Cascade Plant during the year, and this was brought into operation in the latter part of October. The completion of this plant has

made it possible to supply the ever increasing demands for electric power caused by war activities.

The City of Edmonton proceeded with the necessary construction required for the installation of a new 15,000 KVA turbo-generator, which is expected to be ready for operation during 1943.

The City of Lethbridge is also proceeding with the installation of a new 5,000 KVA turbo-generator, which is expected to be ready for operation early in 1943.

Extensions have been made to the various distribution systems in the cities to provide power for new projects associated with the war activities, and in addition the following construction has been carried out by the Calgary Power Company and Canadian Utilities.

CALGARY POWER CO.

Extension of approximately two miles of 22 KV line for Valley Pipe Line Pumping Station.

Approximately 14 miles of new 13 KV line and necessary transformer sub-stations for Dominion Government projects.

Raised line voltage from 13 KV to 22 KV on High River to Kirkcaldy line to supply airport at Vulcan.

Various changes and extensions to distribution lines at military camps and airports located at Macleod, Claresholm, Pearce, High River, Vulcan, Bowden, Penhold, Camrose and Wetaskiwin.

Considerable maintenance work was carried out on the 132 KV line between the Ghost River plant and Red Deer, on the 66 KV line between Calgary and High River, and on the 22 KV line from Wetaskiwin to Provost. This maintenance work consisted mainly of pole inspection treatment and stubbing.

CANADIAN UTILITIES

Approximately two miles of high and low tension lines were erected at Grande Prairie to serve the airport at this point.

Various small extensions were made to existing installations at points in the north-east of the Province.

HIGHWAY TRAFFIC BOARD

(G. H. N. MONKMAN, *Chairman*; W. T. AITKEN, *Secretary*)

In May, 1942, Mr. A. Chard, Chairman and member of the Highway Board, resigned, and Mr. G. H. N. Monkman, Deputy Minister of Public Works, was appointed as Chairman, and Mr. W. T. Aiken was appointed as a member of the Board. The members of the Board, as now comprised, being G. H. N. Monkman, Chairman, N. W. Macpherson, and W. T. Aiken.

BUS TRAFFIC

On May 28th, 1942, the Federal Transit Controller, Mr. Geo. Gray, called a conference of all western highway traffic boards to meet at Regina for the purpose of discussing suggestions for the reduction of bus mileage in order to conserve the use of gasoline and rubber.

Mr. Gray, after emphasizing the urgency of the problem, suggested that the various Provincial boards in conjunction with the bus operators should endeavour to effect a reduction of approximately 25% in scheduled mileage over that operated in 1941.

On June 9th, a conference of all Alberta operators was called in the City of Edmonton, and notwithstanding the fact that the number of passengers seeking transportation by bus was showing a marked increase, nevertheless, through the co-operation of the bus companies, by alteration of time schedules used and the cancellation of certain less essential routes, the Board was able to submit a plan for a reduction slightly in excess of that requested by the Transit Controller.

Some of the less essential routes which were eliminated as a result of this plan were: Edson to Jasper Park, Macleod to Walsh, Hanna to Alsask, Hardisty to Hughenden, Edmonton to Flatbush, Mountain Park to Coalspur, and Stettler to Consort. Other routes were maintained with considerably reduced service.

In October, the Board received advice that a further order of the Transit Controller would become effective November 15th, restricting the sale of bus tickets to a 50-mile journey or less. The Board was of the opinion that under western conditions and due to distances separating main centres of population in Alberta, such an order was entirely too drastic, and as a result of further conferences were able to obtain exemptions for a number of routes, while others are still under consideration.

In addition to the routes eliminated as stated above, other cancellations were:

O. B. Crooker
R. J. Germain
Rocky Mountain Tours Transport
A. Scarlett

Longview to Hartell
Nanton to Kirkcaldy Airport
Calgary to Banff
Medicine Hat to Suffield

Operation of the Drumheller Bus and Taxi Co. were cancelled and a new Certificate issued for the operation of these lines to the Red Bus Lines of Drumheller.

The following certificates issued during the year were in effect as at March 31st, 1943:

Alberta Montana Bus Lines	Lethbridge to Coutts
Anderson, E A	Grande Prairie to B C Boundary
Birtle, J H	Entwistle to Drayton Valley
Blue Bird Bus & Taxi	Calgary to De Winton Airport
Blue Goose Lines	Edmonton to Newbrook
Bus Universal Supply	Edmonton-Beverly and Forest Heights
Canadian Coachways	Edmonton-Athabasca
	Edmonton-Lac La Biche
	Edmonton-Breton
Checker Taxi	Edmonton-Airport and Aircraft Repair Bldg
Central Bus Line	Nanton-Vulcan-Kirkaldy
Graf, J P	Edmonton-Kent Mines
Highway Transports, Ltd	Edmonton-Andrew
Lethbridge Northern Bus Lines	Lethbridge-Turin
Massey, R J	Claresholm-Airport
Monden Transportation Co	Calgary-Turner Valley
Northland Arrow Lines, Ltd	Edmonton-Barrhead
	Barrhead-Fort Assiniboine
Oliver Employees Association	Edmonton South to Oliver
Petrone, G	Hillcrest-Bellevue-Mohawk Mines
Red Bus Lines, Ltd	Calgary-Drumheller-Hanna
	Calgary-Stettler
	Lacombe-Rimbey
	Carbon-Central Service Station
	Drumheller-East Coulee-Wayne-Nacmine-Midland
Scougall, G H	Macleod-Pearce Airport
Scarlett, A	Medicine Hat-Airport
Sorenson Bus Lines, Ltd	Red Deer-Rocky Mountain House, also serves
	Airports at Red Deer, Penhold and Bowden
Sunburst Motor Coaches, Ltd	Edmonton-Wainwright
	Edmonton-Vilna
	Edmonton-Hardisty
	Wetaskiwin-Winfield
Sunshine Bus Lines	Calgary-Milo
United Mine Workers Association	Lethbridge to Galt Mines
Van Wert, T	Medicine Hat-Redcliffe
Western Motor Coaches	Edmonton-Mayerthorpe
	Gunn-Rich Valley
Western Canadian Greyhound Lines, Ltd.	Calgary-Banff
	Calgary-Red Deer
	Red Deer-Edmonton
	Calgary-Lethbridge
	Calgary-Medicine Hat
	Macleod-Crowsnest
	Lethbridge-Cardston
	Edmonton-Lloydminster
	Edmonton-Edson

The following statement shows miles and passenger miles operated during the fiscal year ending March 31st, 1942, and March 31st, 1943:

	Dirt Roads	Surface Roads
Miles operated.		
1941-42	531.166	3,285.392
1942-43	429.600	2,673.904
Decrease	101.566	611.488
Passenger miles		
1941-42	8,286.092	85,724.238
1942-43	7,684.806	73,974.027
Decrease	601.286	11,750.211

TRUCK TRAFFIC

Continued wet weather during the summer of 1942 and difficulty in obtaining material and man power for road construction and maintenance caused the members of the Board to give serious consideration to the limitation of truck loads, in order to protect our highways. After careful study of regulations adopted by other highways officials, it was agreed to limit the axle load on any truck to 15,000 pounds, allowing a 10% overload where tire equipment was sufficient to carry the same.

In order to co-operate with the Federal authorities, the Board agreed that any application for a Public Service Vehicle license from any applicant who did not hold a similar license for operation during the previous year, would be referred to the Wartime Prices and Trade Board for approval, before being granted. Main consideration to be based on the question of public necessity.

LICENSES ISSUED

The total number of licenses issued for truck, bus and livery operation was 32,136, being an increase of 2,341 over that of the previous year. Licenses were classified as follows:

Buses	192	Farm	18,857
Liveries	365	Govt Provincial and Federal	1,421
Drive Yourself	25	Miscellaneous	2,402
Public Service	3,861		
Commercial Vehicles	2,641		32,136
"C" (restricted area)	2,372		

PROVINCIAL GAOL, FORT SASKATCHEWAN

(J. D. McLEAN, Warden)

The daily average population during the year 1942-43 was 199. The general health of the inmates of this institution has been excellent.

Farming operations this year are shown by the following summary:

Item	Acreage	Yield
Wheat	170	7,573 bushels
Oats	334	17,672 bushels
Barley	193	4,896 bushels
Hay	184	125 tons
Vegetables	49	Various

CASH STATEMENT SUMMARY

Gaol operations (including administration)	\$ 78,170 99
Maintenance of buildings and operation of Power Plant	25,154 18
Gross Cost	\$103,325 17
Less Revenue	14,529 78
Net Cost	\$ 88,795 39
Average daily population	199
Per capita cost per prisoner per day	
Gaol operations	\$1 076
Buildings and power plant cost	346
Gross per capita cost	\$1 422
Less revenue per capita	20
Net per capita cost	\$1 22

ANNUAL REPORT OF PRISONERS FOR YEAR ENDING MARCH 31st, 1943

MALE

Total number of Male Prisoners admitted	922
Total number of Male Prisoners discharged	978
Male Prisoners in Gaol as at March 31st, 1942	Comm 6 Sent 186
Male Prisoners admitted year ending March 31st, 1943	206 716
Total	212 902
Male Prisoners discharged year ending March 31st, 1943	206 772
Total Male Prisoners in Gaol as at March 31st, 1943	6 130
Daily Average Male Prisoners year ending March 31st, 1943	161 78
Daily Average Male Prisoners kept at outside points by R C M Police for year ending March 31st, 1943 (descriptions not given)	3 50
Total Average (Daily) Male Prisoners year ending March 31st, 1943	165 28

DISCHARGES

Time Expired	624	Transferred to Prince Albert Peni-	
Out for Trial	184	tentiary	3
Paroled	46	Transferred to Mental Institute	8
Fine Paid	33	Conviction Quashed	2
Released by Immigration Dept	3	Escaped	2
Released by Dr Orr	1	Released to Military Authorities	6
Released by Attorney General	1	Executed	2
Released on Bail	4		
Transferred to R C M Police	44	Total Discharges	978
Transferred to Hospital	15		

SENTENCES

Under 30 days	84	1 years to 2 years	46
30 days to 2 months	236	Over 2 years	1
2 months to 3 months	99	To be hanged	1
3 months to 4 months	96	Previously shown	25
4 months to 5 months	37		
5 months to 6 months	15	Total	716
6 months to 9 months	62		
9 months to 1 year	14		

ANNUAL REPORT, 1942-43

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REMISSIONS

Receiving full remission	630
Receiving part remission	3
Receiving no remission	345
Total	978
Total remission earned	6,930
Number participating	633
Average earned per prisoner	10 95

COUNTRY OF BIRTH

Canada	465	Italy	1
United States of America	43	Denmark	5
England	22	Czecho Slovakia	3
Scotland	18	Switzerland	1
Ireland	18	Finland	3
Wales	4	Yugo Slavia	2
Austria	17	Hungary	4
Poland	30	Serbia	1
Russia	10	Jugo Slavia	1
Germany	9	India	1
Sweden	11	Previously shown	25
Norway	8		
Roumania	3	Total	716
Ukraine	11		

AGES

Under 20 years	66	Over 70 years	3
20 to 30 years	195	Previously shown	25
30 to 40 years	133		
40 to 50 years	157	Total	716
50 to 60 years	110		
60 to 70 years	27		

CRIMES

Against Property	195
Against any other Act	331
Against Religion and Morals	55
Against the Person	57
Against Public Law and Order	53
Total	691
Previously shown as sentenced and out for various reasons now returned to complete sentence or additional sentence	25
Total	716

FEMALE

Total number of Female Prisoners admitted	291
Total number of Female Prisoners discharged	301
Female Prisoners in Gaol as at March 31st, 1942	Comm. 1 Sent 43
Female Prisoners admitted year ending March 31st, 1943	71 220
Total	72 263
Female Prisoners discharged year ending March 31st, 1943	72 229
Total Female Prisoners in Gaol at March 31st, 1943	34
Daily Average Female Prisoners for year ending March 31st, 1943	33.70

DISCHARGES

Time expired	174	Transferred to Hospital	2
Out for trial	64	Transferred to Mental Institute	4
Paroled	1	Released per Child Welfare	1
Fine paid	12		
Released by Dr. Orr	34	Total	301
Released on bail	1		
Transferred to R.C.M. Police	8		

REMISSIONS

Received full remission	169
Received part remission	1
Received no remission	131
Total	301
Total remission earned	1,391
Number participating	170
Average per prisoner	8 18

SENTENCES			
Under 30 days	13	9 months to 1 year	1
30 days to 2 months	66	1 year to 2 years	2
2 months to 3 months	36	Indefinite (V D)	33
3 months to 4 months	36	Previously shown	2
4 months to 5 months	18		
5 months to 6 months	8	Total	220
6 months to 9 months	5		
COUNTRY OF BIRTH			
Canada	166	Russia	1
United States of America	21	Poland	4
England	12	Roumania	1
Scotland	4	Previously shown	2
Ireland	6		
Czecho Slovakia	1	Total	220
Italy	1		
Austria	1		
AGES			
Under 20 years	37	60 to 70 years	1
20 to 30 years	96	Previously shown	2
30 to 40 years	46		
40 to 50 years	26	Total	220
50 to 60 years	12		
CRIMES			
Against Property			24
Against any other Act			125
Against Religion and Morals			59
Against the Person			4
Against Public Law and Order			6
Total			218
Previously shown as sentenced and out for various reasons now returned to complete sentence or additional sentence			2
Total			220

DEPARTMENT OF PUBLIC WORKS

	Sent	Comm	Rem
Number of prisoners discharged during 1942-43	535	21	27
Number of prisoners in Gaol on March 31st, 1943	84	—	—
Total	619	21	27

Number of prisoners who have served previous sentences	345
Number of days remission earned during 1942-43	6,826
Number of prisoners participating	495
Average per prisoner	13 78
Number of prisoners on Appeal	3

SENTENCES

Under 30 days	35	Committed for trial	18
30 days to 2 months	267	Remanded	27
2 months to 3 months	62		—
3 months to 4 months	22		45
4 months to 6 months	50	Sentenced to Prince Albert Peni-	
6 months to 9 months	3	tentiary	4
9 months to 1 year	30		—
1 year to 18 months	9		531
18 months to 2 years	3		—
Indefinite	1	Previously accounted for	8
	482		539

DISCHARGES

Completion of sentence	475	To R C M Police	2
Discharged to court	55	Released on bail	2
Deported	2	To Military Authorities	2
Fine and costs paid	20	To St Michael's Hospital	1
Ticket of leave	8	Conviction quashed	1
Order of Governor-General	9		—
To Ponoka Mental Hospital	5		583
To Prince Albert Penitentiary	1		—

COUNTRY OF BIRTH

British West Africa	1	Italy	3
Canada	344	Jugo-Slavia	1
England	13	Lithuania	1
Ireland	25	Norway	7
Scotland	21	Poland	7
Wales	5	Russia	23
Austria	11	Sweden	7
Czechoslovakia	3	U S A	41
Denmark	5		—
Finland	5		531
Germany	3	Previously accounted for	8
Greece	2		—
Holland	1		539
Hungary	2		—

AGES

Under 20 years	40	70 and over	3
20 to 29 years	149		—
30 to 39 years	101		531
40 to 49 years	113	Previously accounted for	8
50 to 59 years	84		—
60 to 69 years	41		539

CRIMES

Offences against Public Order, Internal and External	1
Offences against Administration of Law and Justice	6
Offences against Religion and Morals	84
Offences against the Person and Reputation	57
Offences against the Rights of Property	141
Offences under Dominion Acts	103
Attempts, Conspiracies, Accessories	3
Offences under Provincial Acts	134
Offences under Municipal By-laws	2
	531
Previously accounted for	8
	539

PREVIOUSLY ACCOUNTED FOR

Six sentenced men returned from Court, 1 sentenced man from St Michael's Hospital, and 1 committed man from Court	8
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